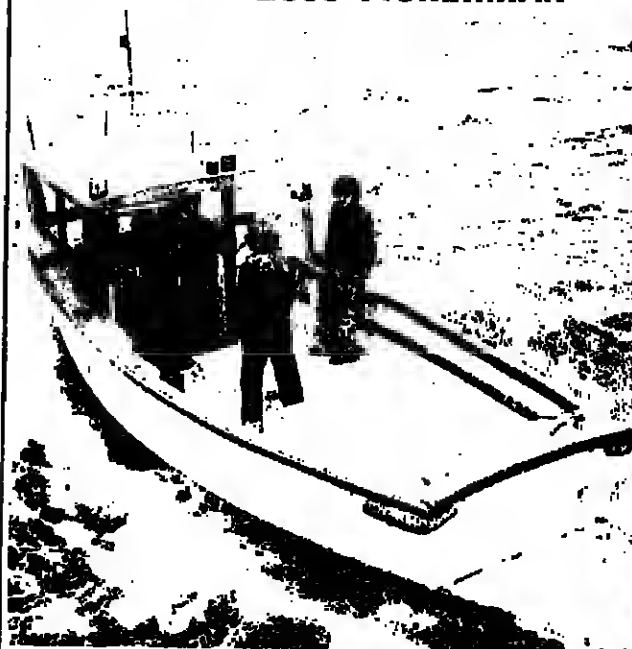


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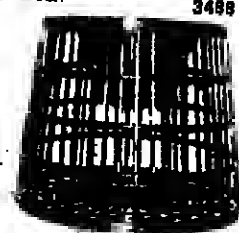
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John Silkin and his host in Norway, Jens Evensen (centre) chat to the skipper of a Norwegian trawler in Bergen harbour.

NORWAY-TORIES
HAMMER SILKIN

A TEAM of British experts is to go to Bergen soon to co-ordinate British and Norwegian fishing conservation and enforcement. Mr. Silkin announced this move following his statement to the Commons on Friday about his apparently successful visit to Norway. But opposition spokesmen were concerned about the effect Mr Silkin's trip might have on an EEC fisheries settlement.

The posting of officials to Bergen is a result of an informal agreement to work more closely together on fishery control and enforcement.

Mr. Silkin said that in Norway he had met the ministers concerned with the

law of the sea, fisheries, agriculture and foreign affairs. They had discussed the current position in international negotiations about allocation and regulation of fishing opportunities, particularly in the north-east Atlantic.

He had also wanted to confer with the Norwegian ministers about his own unilateral conservation measures, announced while he was in Oslo. They had also discussed the consequences for conservation and management of fish stocks, of continuing absence of agreement within the EEC on revision of the Common Fisheries Policy.

"It was no part of my remit to negotiate formally with Norway, but my opposite numbers and I had a valuable exchange of information and ideas on conservation and other aspects of fisheries. On many of these issues the views of Norwegian ministers and of the British Government were very close and we resolved to maintain the contact we had established."

Mr. John Peyton, Conservative shadow minister of Fisheries, said: "It is the only way of controlling fishing fairly without bringing in quotas and increasing net sizes, which we think are ridiculous anyway. We are absolutely 100 per cent against the Scottish idea of an allocation of so many boxes per man as this favours the majority of Scottish vessels which carry much larger crews than we do."

"I can see no reasonable argument against an allocation of days to each vessel. It is controllable and simple to operate and probably far too easy for the people who turn the job."

The measure he had announced seemed somewhat meagre. Why had Mr. Silkin not yet referred to restriction of gear, to one net per vessel, or to a general increase in mesh sizes?

Mr. Silkin commented that his "thin statement" had produced a lot of verbiage from Mr. Peyton. He had made the statement because in negotiations of that sort when the whole country was involved, it was his duty to come to the House and be

questioned. The measure announced while he was in Oslo went unmentioned with the conservation and enforcement questions they had discussed in Norway. They could take measures like that without affecting Norwegian waters.

See page 13.

VOTE TO AMEND THE
HERRING BAN

THE EUROPEAN Parliament voted to amend a Commission regulation excluding Norway and the Faroes from a ban on herring fishing off the west coast of Scotland last Friday.

The vote followed a debate in which Mr. Hughes, Labour MP for Durham, said that the agriculture and fisheries committee, for which he was spokesman, would not have been so quick to endorse the Commission regulation if they had then known of the exclusion of the Faroes and Norwegians.

Although the Commission put forward their proposals on the basis of "overwhelming biological evidence" which the agriculture committee accepted unanimously, there was at least one dissentient in the Parliament.

"Fish MP Sean Brosnan was much milder in his

criticism. The British said, should have waited for the Council to meet on 24, and should not have debated the Commission proposals. The British was in line with the Commission proposals.

Mr. Hughes said of the debate that he had to listen to a gripping account of the herring fishery when the Commission proposed a ban on herring fishing off the west coast of Scotland.

Mr. Hughes said of the debate that he had to listen to a gripping account of the herring fishery when the Commission proposed a ban on herring fishing off the west coast of Scotland.

FAROE
DEAL

A DEAL to have Faroea fish landed at Shetland to keep local processing factories working while local landings are low has been arranged by Shetland Fish Merchants' Association.

A six man delegation from the association, visited Faroe last week. Harry Gray, association secretary, said that initially one Faroe boat will land directly from the grounds as an experiment, probably with about 40-50 tons of haddock, cod and salmon.

Details of the prices being paid have not been revealed by the processors, but Mr. Gray said they were very happy with the negotiations, with the price based on the ruling prices in Faroe.

Champagne welcome for
Icelandic trawler

FLEETWOOD gave a big welcome to the first Icelandic trawler to dock at the port for more than 20 years last week. The stern trawler Dagny landed 1,598 kits — almost all cod — which sold for £52,463, representing the highest grossing made at the port for many months.

On the morning of Dagny's landing there was something of the atmosphere of a new ship's arrival with the first kit of cod auctioned being sold for charity and its buyer being presented with two bottles of champagne by the firm's agents, J. Marr and Son Ltd.

The kit sold for £105 and was bought by Bramwell and Marsden. The money went to

the Royal National Mission to Deep Sea Fishermen. Jim Cross, Marr's Fleetwood manager and president of the Fleetwood Fishing Vessel Owners' Association, said that if the ban on Icelanders had not

been lifted there would have been every possibility of the FFVOA going to the wall.

They had, he said, been hit first by the pull-out of Wyre Trawlers and then further by the departure of French vessels for the summer. The association guaranteed lumpsum £10 a day and they needed to be fully employed if their earnings were not to be a drain on the FFVOA landing account.

He added: "This is the beginning of a new era. Let's hope that it will bring a boost for everybody. I can't see that our fishermen will suffer. The main supplies coming into Fleetwood will be from British ships but we will now be able to release some of our

vessels in the autumn to go after mackerel which should prove quite lucrative."

Apart from Dagny's catch there was only one other of any size during the week — and this also came from a foreign vessel. The French stern trawler Trezien landed 875 kits which sold for £21,872.

CORRECTION

In *Fishing News* June 30, we reported that a Hull Skipper Chris Hamling in the Arctic *Raidor* was fined £80 with £1,000 costs for failing to comply with traffic rules in the Channel. This was a misprint, the costs were assessed at £100.

OBITUARY

GEORGE Cedric Wilson, former chairman of a Grimsby Fish Merchants Association and a former member of the White Fish Authority and the Herring Industry Board, died in hospital at Grimsby on July 3, aged 84.

In a lifetime devoted to public service and the fish industry Mr. Wilson rose to the very top. In 1952-53 he was elected Mayor of Grimsby and was one of the most popular and influential personalities with the WFA.

He joined his family's fish merchanting firm at Grimsby before the First World War and remained with it, apart from wartime service, until 1950 when he severed his connections on joining the WFA.

He entered local politics in 1934 as a Liberal councillor and was made an alderman in 1949. After 21 years on Grimsby council pressure of work led him to resign in 1966. He continued as a key figure with the WFA. He retired in 1966 and the same year became a CBE in the Queen's Birthday Honours.

Mr. Wilson leaves a widow.

COMMENT

IN TERMS of votes at a General Election, the fishing industry is small fry. Even if all the people engaged in back-up services to fishermen were included, it would still be difficult to fill Wembley Stadium.

Fortunately, the numbers game does not outweigh the value of a big contribution to the wealth of a country made by a relatively small number of people. And suddenly even politicians are beginning to wake up to this fact.

With the hunt of an election emanating from Westminster, the fishing industry is about to be won. No doubt the Government will be feeling a little complacent over its performance in fishing and will be reminding us of what it's done. In this column, last week, we expressed some doubts about where the Government is taking the fishing industry.

What is more alarming, is that the Tory Party spokesman era busily reassuring the industry that they will be taking an equally strong stand on fishing. Even Mrs Thatcher has been tempted to promise a "square deal".

What doesn't seem to have sunk in, is that we are not happy with the progress made on fishing. As the White Fish Authority's chairman says this week: "Things have not changed, they have simply become exaggerated." For the Tories to promise to do equally well on fishing, leaves a little to be hoped up about.

If the Tories really want to beef up their campaign, they should talk in words that really mean something. This could start with a pledge to achieve a 50-mile limit.

Fishermen no longer want to get tied up with "dominant preferences", or "sea lion's shares", or even "fishing plans"—and all the other jargon that means we are not going to get a wide exclusive limit.

A RATHER unusual fishing display took place at Lyme Regis, in Dorset, last week. With none of the razzmatazz of the professional exhibition circuit, fishing gear suppliers and manufacturers got together and displayed their wares in a car park.

A short-sleeved procession with not an executive pin-strip suit in sight, the result was an important point of contact with local fishermen who are often too busy to travel hundreds of miles to visit the big shows.

With site space at just £40 a time, there was no need for high pressure salesmanship to justify the cost of being there. In this relaxed atmosphere orders were placed, but more important, exhibitors were able to spend time getting a feed-back from fishermen about the performance of equipment and their requirements.

For such a practical show it was fitting that at the helm should be a former fisherman, Roy Gollop, who has now moved over to supplying fishing gear. He's already making plans for another and bigger show next year — and this could start a trend which will be followed up in other parts of the country.

fishing news

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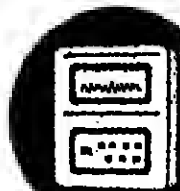
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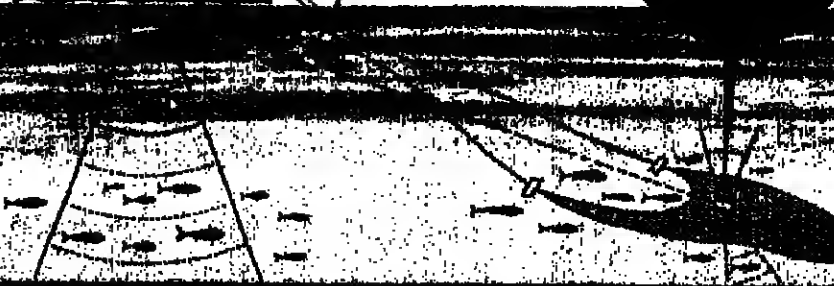
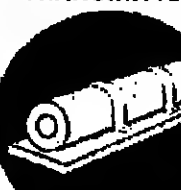
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WITH AN article in *Fishing News* last week, on the participation of the Grimsby firm, North Wall Fish Ltd., in the Frozen Food Industries Exhibition, we carried a photograph of Colin Harrison who is the firm's sales director. In the caption he was described as John Holt, who is in fact chairman and managing director. We apologise for this mistake and also the reference to brand name "Ocean Moors" which should have read "Ocean Foods."

The title of North Wall Fish Ltd., was adopted in April 1973 to cover all the divisions of the original wet fish business of Rex Kemp Ltd., which was founded in the 1950's.

Both Mr. Holt and Mr. Harrison joined the company from Associated Fisheries & Foods Ltd. in 1974, in order to extend the then primarily wet fish activities of the company into the frozen food market.



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Navy gets out hoses and guns

WHEN the 80ft. Oberegistered trawler *Storjan* caught fire (*Fishing News*, last week), it gave the crew of a new recruit to the fisheries protection squadron a chance to show their pace. On one of her first fish patrols, HMS *Wotton*, answered the distress call. Despite a big fire-fighting operation *Storjan* sank. However, the Navy were able to disperse an oil slick and machine guns were brought into action to break up floating debris. *Storjan's* crew were saved by a passing yacht. HMS *Wotton* is commanded by Lt. Cmdr. A. F. G. Murkin.

BRITISH FISHERMEN —warns Meek

are making more money than ever this year — "but it is against a steadily darkening scene, one full of threat for the future." This was the depressing note sounded by the chairman of the White Fish Authority Mr. C. I. Meek at a press conference in London today (Friday).

Presenting the WFA's annual report, Mr. Meek said it was difficult to say anything different from what he had said last year, because we are not any closer to solving problems with our Common Market partners. "Things have not changed, they have simply become exaggerated."

Stocks

The absence of a Common Fisheries Policy means that the domino theory is now in practice.

One major stock after another is now under attack, said Mr. Meek. "First it was North Sea herring, then the

mackerel, now the west coast herring, and all of us are very concerned about what awaits the haddock."

While backing the Government on the west coast herring ban, Mr. Meek said that it had caused anxiety about extra effort being put on white fish stocks which are already more than fully exploited.

Of special concern was the high TAC being talked about for mackerel this year. In view of the vulnerability of pelagic stocks, Mr. Meek warned that these figures looked extremely dangerous. This reason for the high TAC on mackerel could be because our Common Market partners have not kept to the agreement to restrain catches to the level of last year, suggested Mr. Meek.

Scottish catches for all white fish this year have been down on last year, he said. The only way that Britain has sought to combat this

situation has been through unilateral conservation measures. What else can we do?

There is an uncomfortable choice, said Mr. Meek. We can wait for the CFP settlement and watch fish stocks destroyed or bring in severe measures like a one-net rule. As this must be non-discriminatory, our own industry will suffer as much as anyone else's.

Plunder

"We always suffer on account of a policy which is basically designed to legalise the plunder of a British resource," said Mr. Meek.

The WFA report notes that there was a four per cent rise in the British white fish catch last year to 868,000 tonnes. Value at 294m. was 25 per cent up on the previous year. Imports at 172,000 tonnes showed little change.

Fine for sleepy fisherman

PLYMOUTH fishermen John Walklin couldn't resist the lure of the sun when it made one of its rare appearances this summer.

He slung his lines over the side, tethered his boat to a convenient buoy in Plymouth Sound — and fell fast asleep.

Unfortunately, the buoy belonged to the Queen and was not there for his convenience. A Ministry of Defence launch drew up alongside and disturbed the slumbering skipper's dreams. As a result, Mr. Walklin was prosecuted last week by the Queen's Harbourmaster for using the buoy, and was fined £10 at Plymouth magistrates' court.

SQUID SKY HIGH

MILFORD Haven's record-breaking skipper Robert Foster continues an outstanding run of success last week. His command, *Piston Sea King*, landed a 187-kt haul which sold for £9,285 — just short of the new high the vessel made on her previous trip.

One of the main factors in the vessel's success was a good catch of squid which has been making up to a third of the haul. On the same day, a good landing there was also a good return for Arthur Foster, skipper of *Donovan*. Her 78 kt haul was an excellent 23,985.

Jumpy markets keep record safe

GRIMSBY'S North Sea fleets of anchor-seiners and pair trawlers really came into their own last week with some of the heaviest-ever landings and strings of career-best grossings as hundreds of kits of cod and codling were put ashore.

Chapman's Zoro (Sk. Bent Jensen), Kell-Jon (Sk. Jens Thomsen) and Consoles' Rosenberg (Sk. Niels Peter Jensen), Guldborg (Sk. Hans Kristiansen) and Christiansborg (Sk. Verner Jensen) each seemed set to smash the Grimsby port seiner grossing record with turn outs well over 400 kits. But with wildly erratic markets they all missed out.

One salesman told *Fishing News*: "I just cannot understand the trade at the moment, granted we are governed by the laws of supply and demand and at the moment fish is plentiful, but one day the market's at rock bottom and it's a struggle to get 'min' and the next day the market's in a fight for the same fish."

Nevertheless 37 out of 47 local anchor-seiners (excluding foreigners) grossed more than £7,000 for their trips during a week when supplies yet again topped 30,000 kits. In addition there was over 6,000 boxes of overland fish, mainly from the north.

The best seven selling trips all bettered five figures in grossings and apart from the intrusion of Sleight's *Fourseas* (Sk. Ole Thinnessen) in the fourth slot on £10,881 from 360 kits, were monopolised by Consolidated Fisheries and the Chapman-angled seiners with three pieces.

In the end Consoles' Christiansborg took the top spot with £12,854 from a massive landing of 501 kits, almost entirely codstuffs, after a 18-day trip. Pair trawling honours went

to the John R. agency where *Sonia Jane* (Sk. David Buley) and Ann Charlotte (Sk. Bob Collins) clocked up £31,008 from 1,055 kits while Sleight's *Canby* (Sk. Jerry Lee) and Danbrit's *Leanda* (Sk. Borge Nejrup) on their second trip together made an impressive £26,692 from 1,158 kits.

On the trawling side it was used to see Consolidated Fisheries' *Huddersfield Town* (Sk. 'Wiggy' Hardie), now sold to Lowastoff's Colne Fishing Co., end up in debt with a grossing of only £21,685 from a 23-day Norway Coast trip which produced just 899 kits.

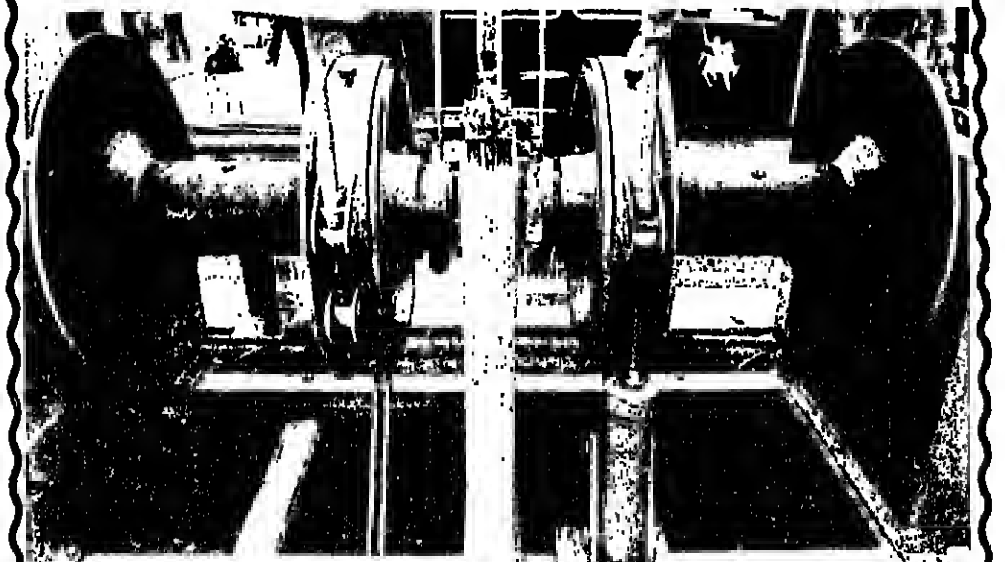
BUT a Roas Zebra (Sk. Ronnie Reeves) topped £30,000 for the second successive trip and was easily the week's top earner on £31,091 after a 17-day North Sea/Westerly trip of 1,262 kits.

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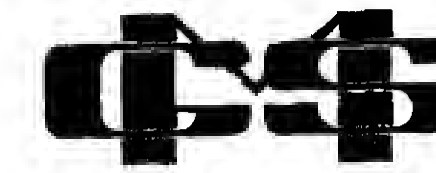
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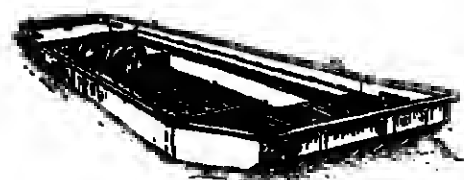
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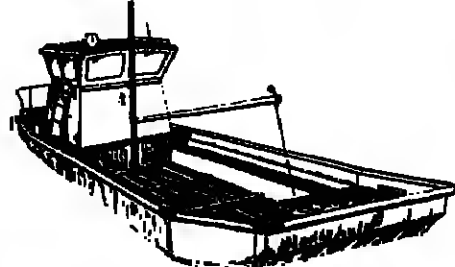
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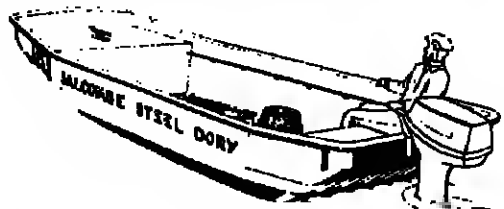
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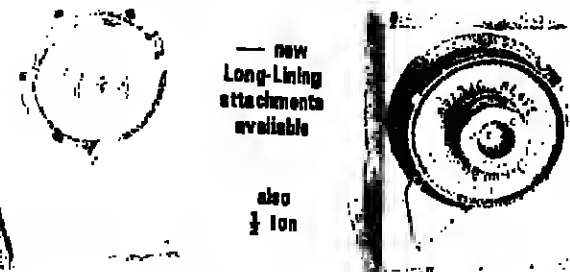


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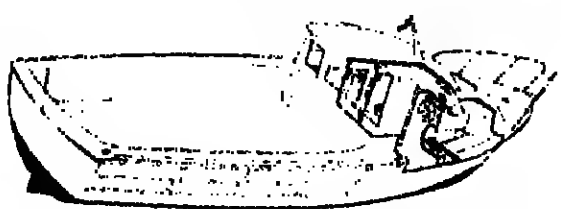


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RUSH FOR TRAINING COURSES

THERE HAS been a flood of applications to attend White Fish Authority training courses. Following a recent advertisement in *Fishing News* many of the courses are booked solid for the remainder of the year.

"The response so far has been very gratifying," said WFA training manager Duncan Amos. "Of the 35 courses advertised a few weeks ago, 21 are now fully booked, and the remaining 14 are filling up rapidly."

"The fishing gear technology courses are proving particularly popular," said Mr. Amos. "The flame tank really is like a dream come true for many fishermen, as it allows them to see the effects that different rigging arrangements have on their trawls."

"We now have over 40 different trawls, a couple of seine nets and a selection of trammel and gill nets for demonstration in the tank — in fact something for almost everyone."

Places are still available on gear courses to be run from

July 21 to August 4 and December 4 to 8. These will concentrate on pair trawls used by vessels with a combined power of 500 to 1000 hp.

Another course which is proving very popular is one on coastal fishing. This is designed mainly for skippers of inshore vessels below about 150 hp. It provides instruction on small echosounders, engines and hydraulics, fish behaviour, marine science and gear technology.

Places are still available on courses to be run at Fleetwood, August 7-11, Whitthaven August 14-18, Ayr, Sept 26-29 and Whitby, Dec. 11-15.

Other courses on which

administrations or developing organisations.

It's syllabus includes fishing vessel construction, fish handling and preservation, fishing gear technology, marine science, fish detection and resource survey techniques, business management, resource management and marine fish farming.

All courses accept the one in business management (£60) are free to members of the UK industry. Details of fees for overseas personnel are available on request from The Training Manager, White Fish Authority, Industrial Development Unit, St. Andrews Dock, Hull, North Humberside, Course Booking Form page 9.

Detecting poachers at night

ONE method of detecting vessels which poach close inshore at night is to use a test inflexible, transported to the scene of action by Land Rover. The latter can be driven over beaches to the water's edge and the inflatable can be launched and driven to the close vicinity of the offender in far less time than it would normally take a petrol vessel to reach it.

Whether it is customary to equip vehicles used to transport rubber boats with searchlights I do not know. Perhaps not, for a searchlight might indicate the presence of fishery protection officers and there is now a device available which would enable them to observe what a poacher was about without disclosing their presence.

It is known as the BIS Night Scope, a device which does not emit any form of light yet gives clear night vision by amplifying available light by at least 50,000 times. It is a large monocular weighing 2.56 kg and 460 mm in over-all length powered by a battery with a life of 80-100 hours. BIS Night Scope is controlled by an On/Off switch and a Focus knob. Its rubber eyegard incorporates a shutter which opens automatically when pressed against your eye.

John Burgess' Log



Price is such that it would not pay a fishing vessel owner to buy one to detect activities on shore but might well be enforceable by fisheries protection authorities.

Full details about it are obtainable from Boneventure International (Security) Ltd., Boneventure House, 18 Jermyn St., London SW1Y 6HN.

To become a skipper

"I HAVE an opportunity to buy a 82 ton trawler but I have been told that if I do so I will not be able to skipper it myself unless I obtain a Second Hand's or Skipper's ticket."

"Is there anything — apart from inability to pass the examination — to stop me from studying for a Second Hand's certificate while I am refitting the boat and obtaining one by the time the boat is ready for fishing again?"

tory attendance at a recognised training establishment. So this may not prove to be an insurmountable obstacle.

The eyesight test, however, might prove otherwise. For if you are colour blind, you have no chance whatever of being awarded a certificate.

I said that you have to undergo an eye-sight test before you would be permitted to sit for the exam. Actually I am not sure that it is obligatory to do so, but, with your object in view, it would be extremely foolish not to make sure that your eyesight meets the minimum required standards now and is likely to continue to do so.

Defects can only be discovered by a searching examination so it would be wise to undergo a thorough examination by an ophthalmologist or your National Health doctor.

If the latter is not sure precisely what standard is required to pass the letter and lantern tests, either of you can find this out from the Superintendent of your nearest Mercantile Marine Office.

You can, if you want, undergo a test at that office to make sure that your vision is up to standard. The purpose of it would be to ensure that your eyesight is sufficiently good to enable you to pick up and identify correctly the lights of distant ships at sea.

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to answer them if they are sent with a stamped addressed envelope for reply.

'Cut out claw clipping on crabs'

A KENT fisherman has called for a ban on removing claws from live crabs.

After years of inshore trawling, Bert Reed, chairman of the Folkestone and Hythe Fishermen's Association, has switched to crabbing and is far from happy about some attitudes to crab conservation.

He is particularly disturbed over the practice of removing claws from live crabs when they are too soft or wet for the market. Unlike crabs which have 'shot' their claws as an escape reaction, these mutilated animals do not grow new claws, but quickly bleed to death, so that they cannot be caught later when in prime condition.

The claws which are removed at such times are usually watery in any event, and do the market little credit, he claims.

This practice has been reported from other areas, notably when the market is over-supplied and only the

CONSERVE AND BE KIND

more valuable claws, containing 'white meat' are brought ashore.

Now that crabs are fetching higher prices on French, Swedish and Spanish markets, these practices should be banned, says Bert.

Dead spider crabs dumped on Hastings Beach.

preferably at national or EEC level, and not alone for conservation reasons — but also on grounds of cruelty.

More easily justified, perhaps, though equally wasteful of a resource is the mortality among spider crabs that become entangled in the trammel nets, which are becoming increasingly employed on the South Coast. At Hastings, piles of dead crabs are dumped at the tide line after the nets have been cleared.

One fisherman told *Fishing News* that it was virtually impossible to extricate spider crabs without injury. In any event, the quantities caught were not sufficient to interest foreign buyers, and the home market was not interested. The average size of spiders on this coast is smaller than in the warmer waters of Devon and Cornwall.



Bert Reed, chairman of Folkestone and Hythe Fishermen's Association.

LICENCES LOST

BRITISH United Trawlers at Grimsby has lost the north-east Arctic licences which had enabled the firm to get *Northern Gift*, *Northern Reward* and *Vionova* out of mothballs earlier this year and back deep sea fishing.

This was after all three vessels were laid-up, together with six other Grimsby-based BUT fishers, at the end of last year.

It is understood the licences have been switched to other company vessels, most probably freezers at Hull.

Of the three vessels only *Northern Gift* had actually been allocated with a licence, while *Northern Reward* and *Vionova* operated on borrowed ones.

Vionova has only completed one trip and was preparing for her second at the beginning of July when she was laid-up again.

STORNOWAY'S BIG LINER JOINS FLEET

WHEN the 114 ft. fishing vessel *Anni Elisabeth* arrived at her home port of Stornoway she cranked three new records — she became the largest boat in the Stornoway fishing fleet, the first auto line vessel in the UK and also the first auto line vessel capable of trawling. She commenced trials on Monday.

The new vessel, partly financed by the Highlands and Islands Development Board, will play an important part in the new £1.7m. fishery development at Bressay on the west coast of Lewis.

She is owned by W. J. MacLeod (Fishing) Ltd., which has been formed with a capital of £135,000 and will have fishing marketing and processing interests. In addition the shore company of the firm (W. J. MacLeod, Merchants Ltd.) has also

become a UK representative for the Norwegian Mustad Auto Line system, able to carry out maintenance and repairs.

Mr. MacLeod spent ten days training in the Mustad Factory in Govick, Norway.

The three-year-old Danish vessel was converted for Auto Line fishing in Esbjerg in a record time of four weeks.

The crew spent six weeks training off the west coast of Ireland, Rockall, the Feroes and the Shetlands.

She will normally have a regular crew of eight plus two trainees. This week she starts trials in the Minch when two Norwegian skippers will join the vessel as well as representatives of Mustad.

The Auto Line system can shoot 240 hooks a minute. Although dual purpose Mr. MacLeod senior, said that they would be concentrating on the Auto Line fishing.



AN ELISABETH STORNOWAY

Some members of the crew are: (left to right) Angus MacDonald, Robert MacKinnon, John MacLeod, Roddy Arin, (rear) Murdoch MacKenzie, W. J. MacLeod (Snr.) and W. J. MacLeod (Jnr.).

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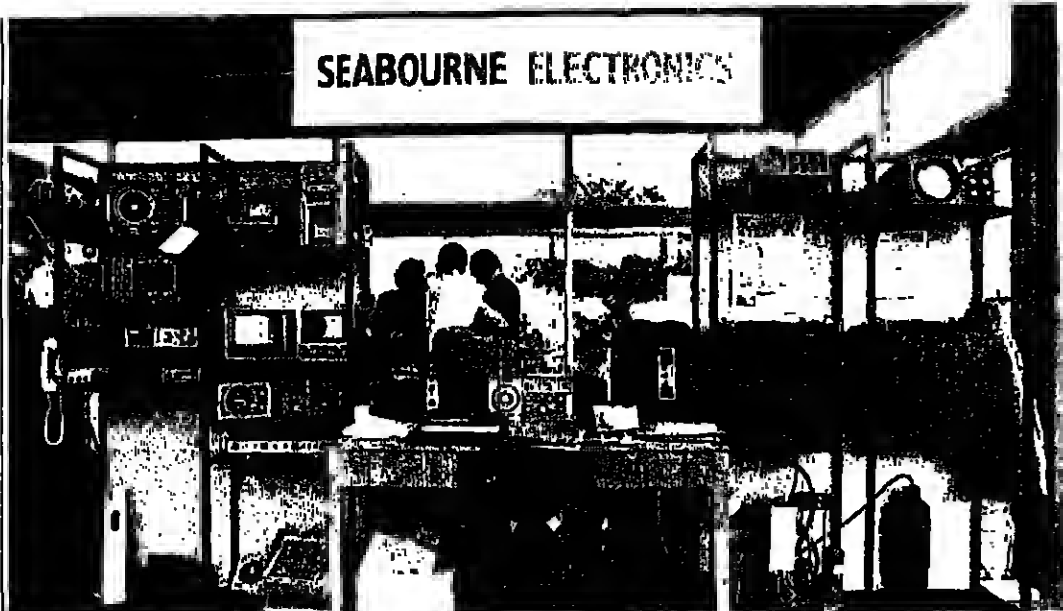
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SEABOURNE ELECTRONICS



Left: Seabourne
brought a large selection
of radio
telephones and
sounders (far left) and
sonar (right).
Wassmar's 88180
gave an excellent
mark of a piece of
steering gear (fourth
away).

Right: Visitors get
down to discussing
the Seawinch range
of hydraulic haulers.
The firm is based in
nearby Bridport.

MINI-SHOW RIGHT ON TARGET

report
by IAN
STRUTT

SOUTH-WEST fishermen now have their own regular fishing exhibition following the successful debut of last week's mini-show held at Lyme Regis, Dorset. The show ended on Saturday after a four-day run.

Organiser Roy Gollop, a local net manufacturer, set a target of 500 visitors and he was bang on. Almost all were inshore fishermen and the scope of the show meant they could get first hand advice and service from designing a new boat to fitting her electronics.

Over 200 visitors made it on the first day. Bad weather down the coast allowed them to come without missing a day's fishing.

Sales came thick and fast with a diesel engine, nets and hauler ordered on the first day. As the show progressed an order for a wooden inshore boat was tied up and longlining gear went to around half-a-dozen boats.

Well-known fishermen at the show included Rag Matthews from Teignmouth and Peter Bartlett of the Brixham-registered *Braceide*.

Back in the 'old country' was a former English farmer who, with the advice from Fishing News' own John

Burgess, had sold up to fish from New Zealand. He had 'never looked back' and is now the skipper-owner of a sailing trawler on Albacore working from Nelson.

Lyme Regis proved a central base as fishermen came in parties from St. Ives, Cornwall, and the Isle of Wight and further east.

Diesel

Cecil Quick, who skips the Lyme Regis commercial/party boat *Gannet II*, ordered the new diesel, a Lister model STW3 of 30 hp at 2,300 rpm.

He told Lister that his previous engine of the same make had been installed for around 14 years and his most expensive maintenance bill had been £70. This is the sort

of performance a purpose-built marina engine from Lister will give, said Vic Stride.

Local Lister agent, Seville Trectors of Exeter, was there to show that, despite its name, it has a full back-up service for fishermen.

Spencer-Carter made it even though the firm's factory is working to supply hydraulic gurdies ready for the start of the south-west meckler season. It took a valuable order on the first day.

A wide range of haulers from the firm's catalogue was on view, the newest being the flat-drum net hauler now popular along the English north-east coast and in Ireland.

In production since February, some 20 units have

been sold. It has a 1,000 lb pull and a hauling speed of 120 ft. a minute. South west men prefer the firm's deep-grove net haulers, but fishermen in the north complained that this model could sometimes damage fish in their types of nets.

The sturdy one-ton hydraulic trawl winch is seen alongside the hand hydraulic gurdies and driers. Steve Carter, told *Fishing News* the firm would start work on a three-ton trawl winch soon. Hooks, capstans and parts for hydraulic systems rounded off the firm's popular display.

Cornish boat designer, Gae Mitchell had drawings of boats in GRP, steel and wood on display. His yard has a wooden 33-footer on order and this is proving a size demand, as he dealt with strong enquiries for more similar boats from Westcountry fishermen at the show.

A deposit was taken from Lymington skipper at the show for a 33 ft. x 12 ft. x 13 in. wooden hull, deck and wheelhouse which the owner will complete himself.

Work is due to start on the general purpose fishing boat early next year and fitting are expected to include Wesmar sonar and a cylinder Lister diesel of 80 hp at 2,200 rpm.

Irish boatbuilder J. O'Driscoll has a Mitchell designed 40-footer going through the Irish 30 Fisheries Board (BIM) approval at present and the boat is to have a 14 ft. 6 in. beam and a 8 ft. draft.

Steel works

Vick Marine in Cornwall is just weeks away from finishing the steelwork of the Poldice 68 standard boat by Gary Mitchell. Two Cornish fishermen are looking closely at the boat which is expected to go to another yard for fitting out. There was a strong enquiry at the show.

The steel 38-footer has a waterline length of 36 ft. 6 in. breadth 13 ft. 6 in. and draft 11 ft. 11 in. There are also plans for a 41-footer. Plymouth show a Norwegian layout, with an optional storeroom offset to the wheelhouse.

First drawings of Cornish Marine's proposed 40-footer were on show. This is to be the firm's next GRP hull. The firm details have not yet decided yet. Forward of the wheelhouse, a 16.5m registered boat with a draft of 8 ft.

Other yards represented at the show were Avon-Brunel Marins and Rosa Mackenzie Boatbuilding.

Full details of the Brunel range were available; the second in the series is now being fitted out by her delighted owner, Bob Stevens of Poole, outside the firm's factory.

Rosa Mackenzie has two Cygnus GM37 boats on order and brought an open GM21 and 16 ft. 6 in. punt to the show. Both GRP craft were being offered for sale.

Yard owner, Berry Rosa-Mackenzie, announced at the show he is to start moulding his own GRP hulls. He plans to offer a 23 ft. 6 in. boat and a 30-footer. The plug to build the mould for the smaller hull is now being planked.

He told *Fishing News* he saw a gap in the GRP boat market for these two sizes. They will be good sea-boats types with more flare in the bow than the Cygnus range offers. He took an order for 210 Nantes welded plastic pots at the show.

Slow

South coast men — with the exception of a few ports — have been slow to take advantage of the White Fish Authority's inshore courses. But this is changing.

Fishermen who attended from all along the south coast discussed the courses and gear behaviour with two WFA men from the trawl test flume tank at Hull, Dave Wileman and Richard McCormick.

They brought with them two one-eighth scale models of Gollop trawls which have been tested in the tank (the 8m. Brixham-type and the 12m. wing trawl specially-made for a gear course in mid-June).

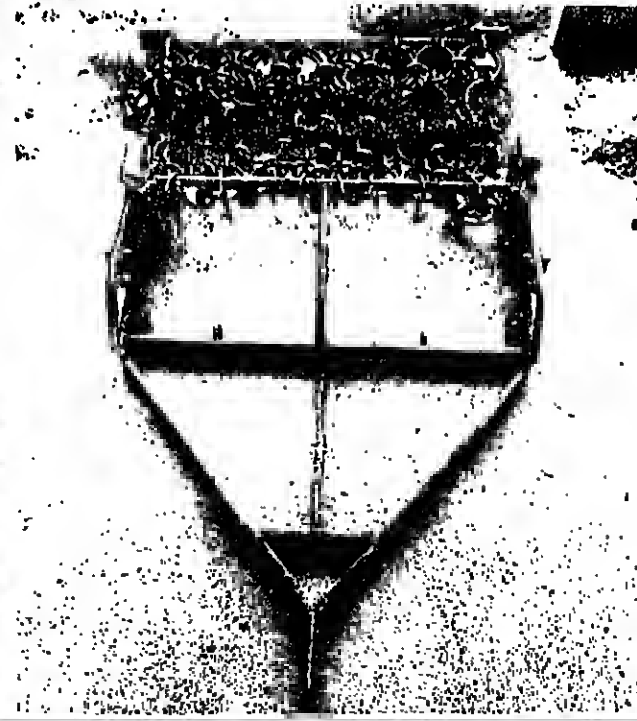
Results of experiments giving the trawls' dimensions when towed with different rigs were available. The horsepower ranges for the gear courses are expected to be split yet again next year to ensure skippers get the most out of the courses. Each port has its own gear problems which the flume tank men aim to discuss fully and a typical local net may be made up in scale if fishermen from one area (maximum 15) attend a course at once.

WFA area officer Martin Robbins was on hand, too, with information about assistance to skippers.

Electronics were well represented by Seabourne of Plymouth. The firm reported having stocks of the long-awaited Multi-Seavoice 7/t from Electronic Laboratories which is claimed to have a price advantage of around £100 over the opposition.



Roy Gollop — happy that the first show has gone off so well — inside his nine-fathom trawl which soon found a customer. Below: he also acts as agent for this dredge which was exhibited.



The Dancorn RT408 7/t, developed from the RT403, was seen. This is the first unit the firm has handled and, at around £500, Seabourne says it is good value for money.

Sounders were represented by ferrugraph and Necon. Priced at £175 and suitable for up to 30-footers, the Necon MF608 has white line, variable paper speed and a 100 m. range.

Beginning to find a market in the south-west is the Necon MF1600. The £250 sounder has search ranges down to 600m.

For tuning in to the fleet, Seabourne had the Belcom AM R-217B VHF/FM Monitor on display. The unit can automatically scan 17 channels at once and will fit into a car.

Skipper Reg Matthews, who is having a Napier-

designed 58-footer built at the Hinks yard in Devon, is one of around a dozen skippers who have taken advantage of a Wesmar offer (now closed) of a free R400 chart recorder worth just under £2,000 when ordering the top-of-the-range Wesmar SS230 sonar.

The R400 is due to arrive next month and will act as a paper recorder for the sonar and a sounder on 50 and 230 kHz.

An interesting order for the 1,500 m. range SS230 is for a 55 ft. acellop dredger based at Fowey, Cornwall. The unit, due to be fitted next month, will work in conjunction with a Deca plotter to pinpoint rocks and so make maximum use of the beds.

Seabourne told *Fishing News* this is the first time it has sold a sonar specially for

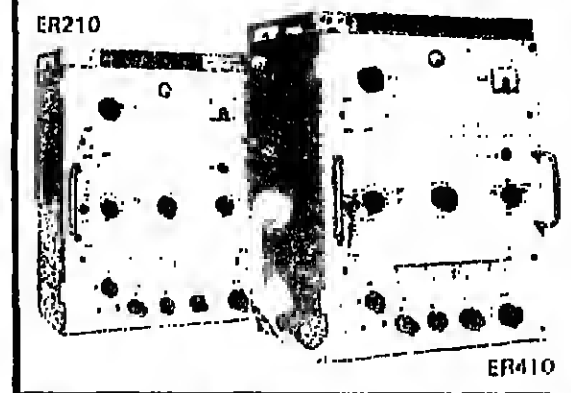
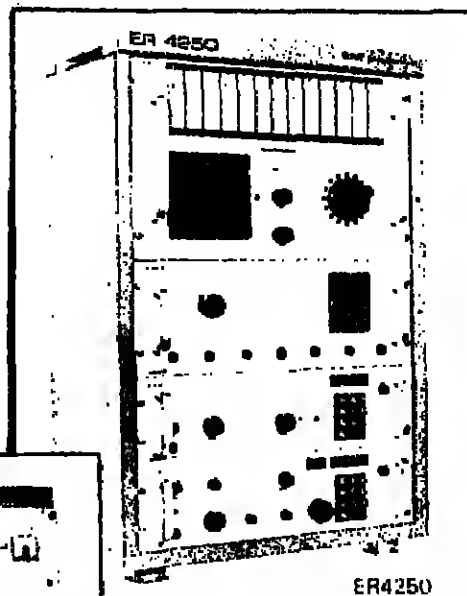
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Ian Wood, managing director of the John Wood Group (Aberdeen) Ltd.

TOWARDS A COMMON FISHERIES POLICY

PART 1: CONSERVATION. No common resource

THIS article is based on a paper which was to be given at a fishing conference in Brussels, postponed in May. Trevor chief IAN WOOD, of the Wood Group Aberdeen, forcefully sums up the situation facing British fishermen in the EEC and supports tough Government action on their behalf.

IN LOOKING towards a Common Fisheries Policy the first issue is the question of ownership of the resource.

The basic Treaty of Rome quite clearly spells out that "the Community will not own the natural assets of any of the member states," and there is no way that Dutch gas, Italian olives, German coal, French uranium, French vineyards or indeed any of the other various natural assets of the member states could

ever be exposed to common ownership or exploitation.

The Community is clearly a "Common Market" not "Common Resources."

The Community's movement to 200-mile limits was achieved by each member state adopting its own 200-mile economic zone and claiming its own sovereign waters, and therefore the natural resources to be found in each of the sovereign zones must belong to the individual member states.

However, at the time of the opening of negotiations for the entry of the UK, Denmark, Ireland and Norway to the Community which, of course, was at a time when the world norm for fishing limits was 12-miles, the original six continued to make fish an exception to the Community resource principle by claiming not, of course, common ownership of the stocks, but a principle of equal access to their exploitation.

In the event, they successfully scared off Norway and for those who joined, the total injustice of the attempted exceptional treatment of the fish resource has inevitably produced an area of increasing aggravation

which has emerged into probably the most pressing single issue to threaten the unity of the Community in the last two years.

As the only possible mitigating circumstance of the indisputable inconsistency in this treatment of the fish resource, the Commission have attempted to argue that the ownership of fish cannot be attributed to any one country because fish migrate.

However, to the extent that this takes place, fish migration occurs in all other major fishing grounds worldwide and in none of these other areas has this been considered relevant in the move-

ment towards 200-mile fishing limits where it is the area in which the fish are caught which is relevant.

Nowhere else has any country disputed the sovereignty of a declared 200-mile zone on the basis that fish caught within that zone do not live their whole life cycle within the zone.

This is exactly the interpretation which the Community has adopted in its negotiations with third countries, and in talks with France and Norway there was no attempt to dispute the validity of the move towards 200-miles on the basis that fish migrate between EEC, Norwegian and French waters. It is therefore totally inconsistent of the Commission to suggest that the migration of fish in any way relevant to the question of ownership of resources within the exclusive sovereign zones of the member states.

Even to the extent to which fish migrate within Community waters is limited. Certainly the pelagic species, and in particular mackerel and herring, do, but one could hardly claim that the stocks to the West of Scotland and Ireland migrate substantially outside UK and Irish waters and it is also accepted scientifically that most of the demersal species tend to live their whole life cycle in the same sea areas.

Possibly because they are aware the migration argument in no way invalidates the internationally accepted criteria of ownership of stocks, the Commission have gone on to argue that the UK's conservation policy cannot be effective without the co-operation of the rest of the Community, and Denmark in particular. Of course this is true and, in fact, in North Sea conservation terms the co-operation of Norway is much more important than that of the rest of the Community put together. It is completely irrational to confuse the necessity to have co-operation on conservation with the fact of ownership of the fish stocks.

When one considers the two basic issues — ownership of the stocks and conservation — the UK industry is reminded of the story of the wise King Solomon who was faced one day with two mothers and one baby with both mothers claiming ownership of the baby. After a long cross-examination which failed to determine the true mother, Solomon eventually declared judgement — "we will chop the baby in half and give half to each mother." Immediately the false mother was prepared to accept this judgement, whereas, of course, the true mother threw up her hands in horror and was prepared to give her baby away rather than see it killed.

It seems to us that the complete injustice in the claim by other member states that they should have equal access to the exploitation of the stocks of the UK and Ireland is totally confirmed by their lack of motivation to conserve these stocks. As this is a semi-technical forum, I would like to underline some of the major

CONSERVATION

The UK industry therefore sees conservation as the other vitally important issue which demands a fundamental revision of the CFP.

The Commission has argued that NEAFC failed because it was a voluntary regime, whereas the Community will have a statutory regime on the basis of agreement reached by majority vote. However, the painful and tortuous wrangling of the Council of Ministers and the Commission over the last two years on some of the basic conservation issues such as North Sea herring and the Norway pout box, with many hours of argument spent by some countries trying to gain exceptions in a situation where scientific evidence is indisputable, breeds absolutely no confidence that the EEC regime will show any higher ratio of science to politics.

The rest of the Community have argued that the question of ownership of stocks equally applied at the time of the Treaty of Accession, but, of course, at that time the world norm for coastal zones was 12-miles and there was no real appropriation of the new concept of 200-mile international limits, which has completely changed the international fishing pattern and in particular devastated the historical UK fishing effort. It was accepted throughout the Community, that the CFP required to be totally revised in line with the new world fishing conditions, but it is almost incredible that the Community's attempts to carry out this essential revision in the last two and a half years of re-negotiation have been totally ignored.

As this is a semi-technical forum, I would like to underline some of the major

This paper was previously published in *European Report* June 7, by Agre Europe (London) Ltd., organisers of the Community's attempts to carry out this essential revision in the last two and a half years of re-negotiation have been totally ignored.

CONTINUED ON PAGE 12

New engine 'first' for big beamer

BRIXHAM has the first fishing boat in the UK to be powered by a Cummins KTA-1150-M engine. As part of a major refit the 89ft. beamer *Wilhemina Maria* has been repowered with the 470 bhp (350 kW) Cummins engine. The vessel is owned by Mr. G. Hook of Brixham.

Cummins Diesel Sales and hardened crankshaft is used Service, Avonmouth, working with sufficient treated depth with Dartmouth ship-builders Philip and Son Ltd., replaced the heavy low speed engine previously fitted, with the higher power Cummins KTA-1150-M. The Cummins engine is around 3.5 tons lighter than the old engine and claimed to be 50 per cent more powerful.

The Cummins KTA-1150-M is an inline six cylinder engine which is turbocharged and aftercooled. It produces 470 bhp (350 kW) at 1800 rpm, though other power ratings can be specified. The KTA-1150-M's front end power take off.

The engine is fitted with a 24 volt electric starter and the entire boat has been rewired. Equipment needing up to 150 bhp can be driven from the KTA-1150-M's front end power take off. On sea trials *Wilhemina Maria* recorded a speed of 10.8 knots in a Force 6. The lighter engine weight has also given the boat a useful payload gain of around 3 tons.

In service Mr. Hook reports that the fuel consumption is extremely good. Trawling at 1800 rpm, the engine is only using 11 gallons (50 litres) of fuel per hour. A hullard pull of 7 tons is now available.

The cylinder block of engine is an alloy cast iron unit with removable wet liners. A deep induction

Wilhemina Maria



A breakthrough in video processing

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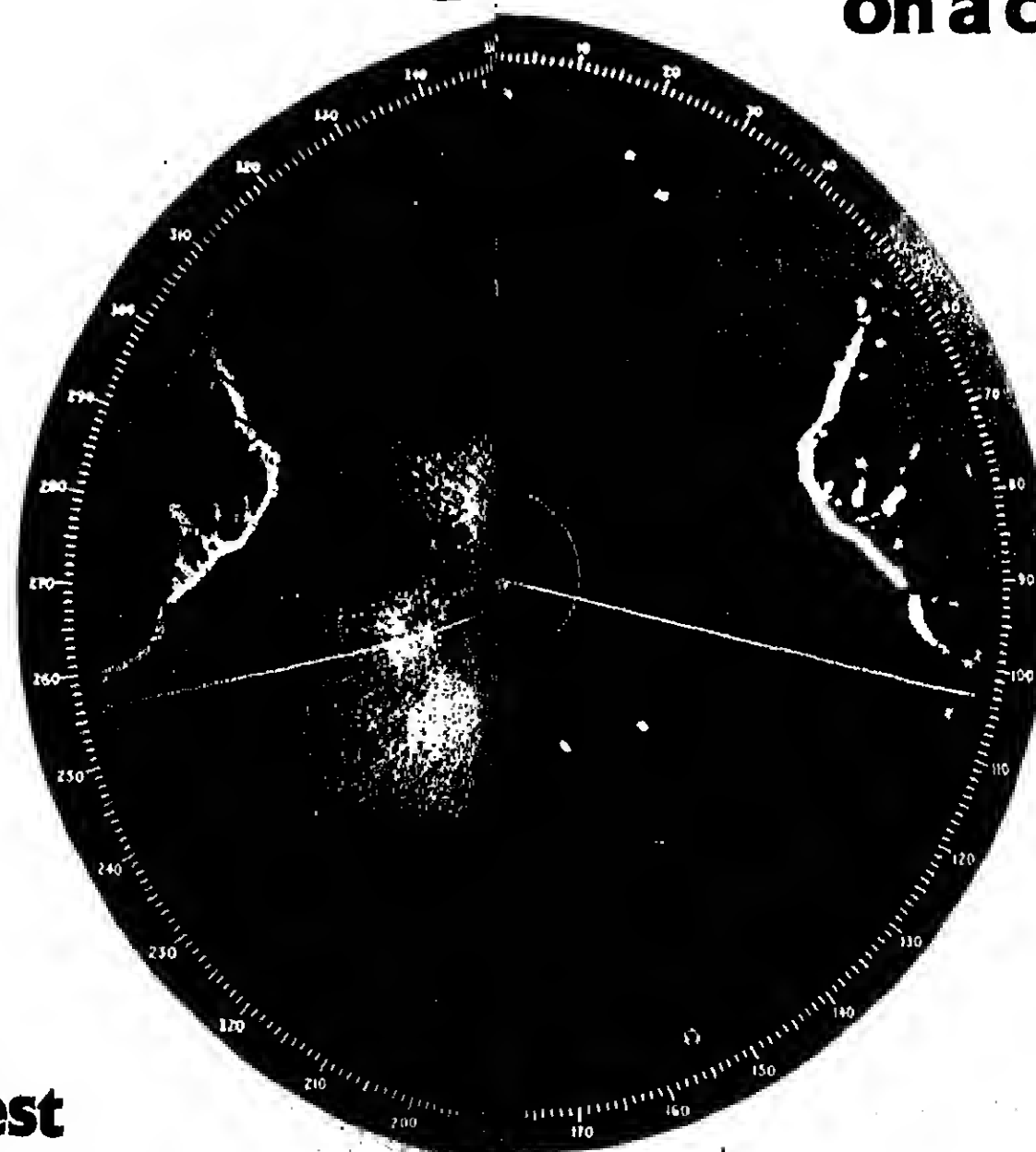
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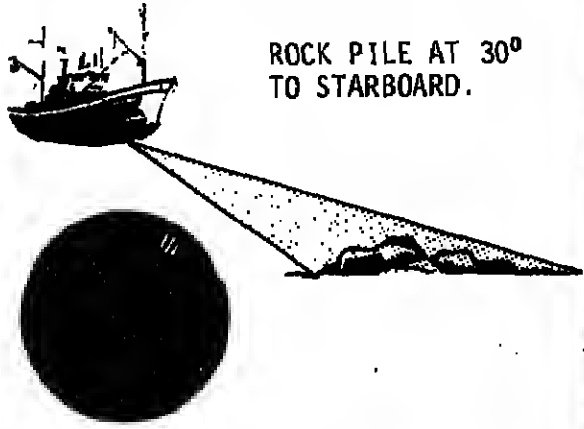
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Your ref. MS/WW. Results of test on sample described as Synthetic Seine Net Rope, received 9th May 1978 from: **Airedale Rope Company Limited, Leeds.**
Test No. X429
Maximum load 6730 pounds, 2.58 tons.
Remarks: fracture took place clear of grips.
Specimens as stated by sender: "Airco Seine Net Rope, 2" circ. supplied by Marine Craft (Lymington), Lymington, W. W. 80 of 230 hp after 36 weeks use."

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AFTER ONE of the best seasons as far as the sandeel season has finally ended at Grimsby.

The port's last six remaining multi-purpose vessels, *Samantha*, *Tina*, *Glands*, *Ellen*, *Lochaorn* and *Searcher* each landed their last trip at the beginning of the month and were the last survivors of the fleet of vessels which began industrial fishing for sprats way back in last November.

This year there was no long break between the end of the winter sprouting and the start of the sandeel. Only the above vessels kept at the sprats to the bitter end and were able to move straight onto the sandeel in April.

The end of sandeel from Grimsby also coincides with a virtual shutdown with the Danish fleets of industrial fishing vessels. There the main meal plants, where the fish are reduced, are closing for at least a month, and only the large factory vessels with their own processing units will be able to carry on.

Swan-song for the sandeels



However the fish are now well past their prime, very soft and watery and generally regarded as unsuitable for processing.
The end of the season means *Samantha* (Sk. Hugo Thinnessen) and *Tina* (Sk. Peter Thinnessen) will convert to a white fish pair team, whilst *Ellen* (Sk. Alan Thinnessen) is linking up with the single-boater *Aloma* (Sk. Jorgen Gertsen) in a completely new pairing. *Searcher* (Sk. Des Cox) and *Lochaorn* (Sk. Melvin Cox) may follow suit.

TOWARDS A FISHING POLICY

From page 11

conservation measures which the UK, seen as being absolutely essential to try and ensure the rejuvenation of what is one of the richest fishing grounds in the world — the North Sea.

The cavalier approach to conservation by the Community has been underlined by the measures that the British Government was forced to take last week. Unfortunately, this conservation package lacked one vital ingredient — a limitation on vessels carrying more than one net.

This refers to the issue of fishing vessels carrying both human consumption gear and very small mesh industrial fishing gear on the same voyage.

For many years a large number of these vessels have fished using solely the commercial fishing nets, i.e. with 16 mm mesh, to catch all the fish available in an area being trawled. The industrial species and under-sized human consumption fish are then packed in one fishroom and the above-sized human consumption species caught in the industrial net are placed in the other.

The 10 per cent by-catch rule is only applied to the under-sized fish included in the industrial species fishroom because the catching vessel inevitably catches the above-sized human consumption species in the other fish-hold has been caught by the conventional net (which, of course, has not been used at all).

The Commission very clearly recognises this major loop-hole, but again presumably bowing to political pressure, are only attempting to solve this problem by introducing a complex log-book recording system which will no way prevent the cheating skipper to develop some skills of falsifying the forms he has to complete.

The only end extremely simple method of preventing this practice is to insist that vessels that have any industrial fish on board can only have a 10 per cent by-catch of human consumption species (above or below the minimum size) on board at any time.

Contrary to common belief,

the UK does not wish to prevent the successful exploitation of commercial fishing in areas where clean catches of industrial species can be achieved. However, the UK and we know some other member states, will simply not countenance the continuing wide-spread cheating that has taken place in the past with this major loop-hole in the use of small mesh industrial nets. Failure to close this door now will make absolute nonsense of the essential proposals to increase the human consumption mesh size.

Other essential conservation steps are the control of fishing in nursery areas and very strict control on super-efficient methods of fishing — in particular purse seining and beam-trawling — which can in certain circumstances damage excessive amounts of small fish and are capable of sweeping large areas of sea clean.

It is also necessary that mesh sizes in general in Region 2, and in particular the North Sea end west coast of Scotland, are increased over a period of time. The Commission clearly recognises this, but again is showing dangerous signs of bowing to political pressure.

Clearly, if the Community has any serious intent of working to restricted quotas, an increase in the mesh size is by far the most effective conservation and economic means to achieve this.

The UK industry might have been more amenable to reconsider at least part of its basic thinking on CFP renegotiation if there had been any sign at all in the last two years of any real will to conserve among our partners.

Mr. Gundelach, on his visit to Aberdeen in June 1977, accepted that the Commission's whole case was dependent on its ability to run a truly effective conservation regime and if this failed, he admitted to would be persuaded that large exclusively-controlled coastal state zones were the only possible alternative.

We put it to Mr. Gundelach then, that the Commission could not afford to be proven wrong, as by that time the stocks would be irreparably damaged.

The Council of Ministers conservation discussions in the past year with the very

obvious signs of biological recommendations once again being subservient to political requirements have clearly confirmed to us that the coastal state's exclusive control of its own zone is the only possible solution on conservation.

CONTROL

The Commission's approach towards control of catching effort — an essential ingredient in any successful conservation policy — also gives cause for very considerable concern.

The importance of strict effort control has now been recognised worldwide and comprehensive and rigidly enforced fishing plans incorporating all catching by effort control have been incorporated into almost every other important international fishing regime.

These fishing plans require to show for each class of vessel the maximum number of vessels on the grounds at

any one time, the estimated total number of days on the grounds, the catch per day, and the estimated total catch of each of the quota species. There is additionally an enforceable reporting in and out procedure as well as reports of moving from one zone to another.

For some completely inexplicable reason the Commission, in its latest control document, relies only on quota reporting, a system of licences, supervision of landings and inspection of fishing.

The really essential ingredient of effort control gets little mention with only the vague suggestion that effort control may be introduced in certain sensitive areas. This is totally inadequate and we can only assume that the Commission's lack of insight into what should be a basic feature of their regime is another ominous sign of reaction to political pressure.

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SAGANET DANTRAW

NEW 65-FOOTER FOR KILKEEL

A NEW 65FT. wooden-hulled vessel has joined the growing Kilkeel fleet in Northern Ireland. *Kings Star II* (right) has been built for Mr. J. More, by the Bangor Shipyard in Co. Down.

She is the first vessel of a new class from this yard and will mainly operate on white fish and herring in the Irish Sea and Scottish waters.

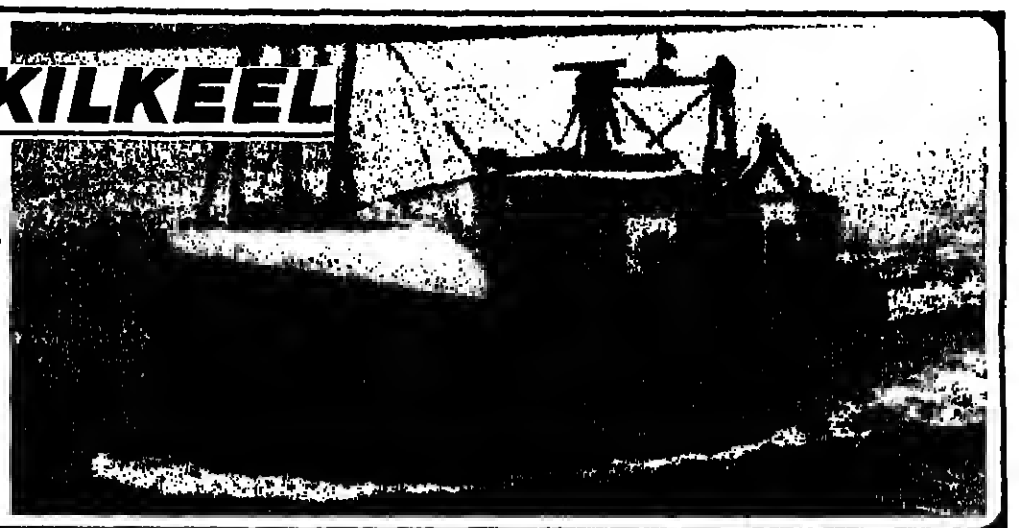
The vessel was designed by the Scottish firm G. L. Watson & Co. Ltd. The new boat has a beam of 21ft. 6in. and a moulded depth 10ft. 6in.

The main power is supplied by a Kelvin TASC 45hp diesel engine. This is coupled

to Reintjes 4:1 reduction gearbox. An auxiliary generating set is supplied by Wilmar Engineering Ltd., consisting of a 15hp air-cooled diesel driving a Transmotor generator and a 250/700 GGG auxiliary bilge pump.

Deck gear includes: Norlieu hydraulic winch with a Northern Tool & Gear power pack and a Loebe 24in. power block.

Wheelhouse equipment includes: Atlas fish finder Type 720; Wesmar SS240 dual frequency sonar; Furuno FRS 24 radar; 'Sailor' MF radiotelephone; two 'Sailor' RT 144 VHF telephones; Brown & Perring autopilot and Koden A50 net monitor.



Big shows lined up for Aberdeen and London

WITH THE DUST just settling on the hugely successful 1978 fishing exhibition in Aberdeen last month the organisers have already announced that the show will be going on again in 1980. Before this event the Catch-earles of exhibitions will also be going 'European' with a major international show in London, next year.

Euro-Catch '79 will take place in the National Hall, Olympia, from June 27-July 1 next year. The date set for the Aberdeen show in 1980, is June 24-28.

The staging of Euro-Catch

'79 will be the first big international fishing exhibition held in London since 1969. Already the show looks booked for a big success.

Stand bookings are pouring

in from fishing equipment manufacturers in all parts of the world.

The organisers, Eagle Exhibition Consultants, report that all the ground floor space

at Olympia has been sold out, there is still room for exhibitors in the gallery of the show hall.

With a full house, exhibition stand space will cover over 6,000 sq. metres.

A feature of Euro-Catch '79 will be a special Scottish mini-show. This is being put on for small Scottish companies operating on a limited budget.

DORSET MINI-SHOW

From page nine

scalloping — a boom fishery in the south-west at present.

Other Wesmar sonars on show were the SS90, SS115 and the SS160. The SS115 is based on the SS160, but has a reduced range (300 m. instead of 500 m.). It also has a smaller cabinet and a far lower price. This model is said to find wrecks down to 65 fm.

Around 20 model SS160 units have been sold in the past two years here, but this unit is now being up-dated. Renamed the SS165, it has a number of changes which can be incorporated into SS160 sets with conversion kits.

Range has increased by half to 750 m. and the target is now expanded for easier interpretation. A toggle switch with a digital read-out controls the transducer tilt angle to improve accuracy when returning to a target.

Show organiser Roy Gollop is agent for Euronete and IC Trawl and was one of the most successful exhibitors. He had strung up his own 9 fm. box trawl and this soon attracted two customers.

As the show progressed an 11 fm. net went to Weymouth, six and nine fm. nets were sold to Looe and a 10 fm. rough ground wing trawl was bought by a Padstow man. Sales of warps, ropes, twines, netting and doors were continuous.

PRINCE ON BOARD

THE MARR freezer trawler *Junello* will be getting a Royal inspection at Hull next Tuesday. She has been chosen as the vessel *Prince Charles* will board during his visit to Humberside next Tuesday.

Part of the Seawinch range of hydraulic deck gear was on view. The trawl winch has 4-ton pull on each drum and the firm said that half-a-dozen of these units are in service with the Lymington dredging fleet.

The firm makes a 4-ton pull version for use aboard north-east coast coles and this model has also found a market in northern France. Seawinch is planning a one-ton split winch later this year to top the 4 and 4-ton models at present in production.

Two line haulers were on show: the 4-ton and the one-ton for deep water and big tide areas. The larger model has gone down well in France, too.

Transatlantic Fishing Systems sold its American-made longline clips to a number of boats which had not used them before and there was strong interest in the line drum on show. This is to be improved by the addition of lead screw drives to aid spooling.

A Poole man plans to buy a 2,000-hook system and the price of this would be around £1,800 if hydraulics are already aboard the boat. The drum costs £850 and the clip-on snoods will sell for £28 per

NORWAY WANTS COMPENSATION

THERE HAS been a swift reaction from Norway to the conservation measures announced by Britain last week. While fish quotas in the Norwegian zone are nominated for revision in a working paper being prepared in the Fisheries Directorate in support of the Norwegian position on compensation for the losses.

If Norway does not get compensation, she will take unilateral action aimed at cutting EEC quotas, including British quotas of Arctic Cod, according to Fisheries Director Knut Vardal.

Vardal says this is not a threat but a statement of fact in view of the importance Norway attaches to the agreement with the EEC. The Norwegians are not aiming specifically at British quotas, however.

If the Danish industrial trawlers move east into Norwegian waters, there will be no reaction so long as they keep to the 1978 joint regulations limiting boats to 100 at a time and setting a quota. Although the Southern Norway Trawlers Association sent its chairman to Bergen last week with the mission of getting the Danes barred, the agreement remains in full force. It all depends on whether compensation is given.

Fisheries Director Knut Vardal told *Fishing News*: "I understand the situation the British are in regarding the herring, but I hope they agree that one part of an agreement cannot be crossed out while all the rest is still supposed to apply. The British must understand that Norway needs compensation."

Vardal estimates the loss to the Norwegian purse by the herring ban at 15 million kroner. It is expected that the Norwegian authorities will ask for an increase of the 30,000 ton quota of mackerel that can be taken west of 4°.

They have already asked for a minor extension of the fishing area, bordered in the south by 56°30'.

Norway still wants to get the framework agreement with the EEC signed and in the meantime does not intend to get involved in EEC squabbles. Vardal says that in the present difficulties, it-for-tat is no policy at all and is nothing more than a last resort if the claim for compensation proves fruitless.

The Fisheries Directorate will not bring support of Norwegian conservation efforts in the Barents Sea into discussion.

The picture of British fishermen's indifference to Norwegian regulations, based on the 40 plus per cent of British vessels in the Barents Sea taken in violation of the rules, is not really accurate because the statistics include all violations. British sins are minor by and large. It is said.

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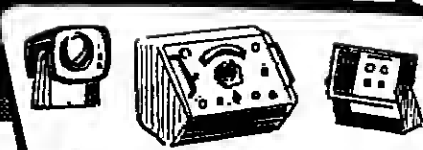
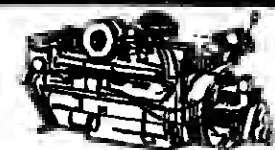
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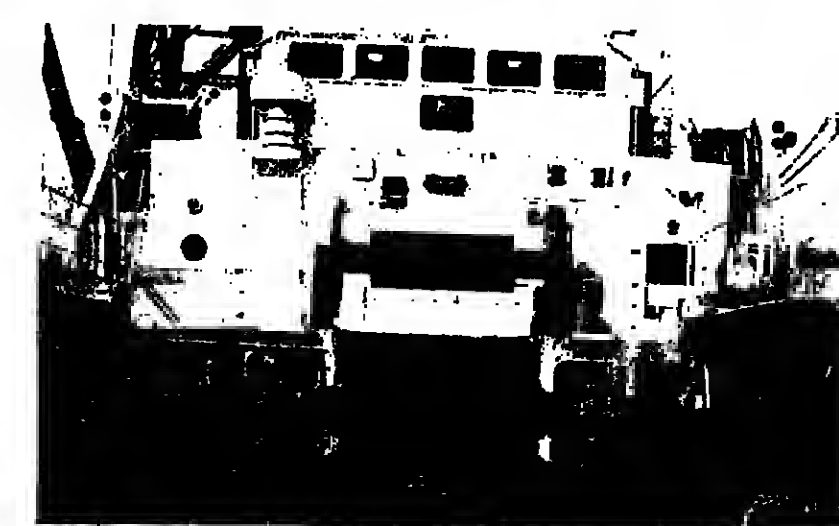
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North Sea

£13,057: *Liveden*, Lindsey (Sk. G. Ireland), 338k, NS, 13 days.
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£10,881: *Fourcass*, Sleight (Sk. O. Thimmesen), 360k, NS, 11 days.
£10,673: *Kell-Ann*, Chapman (Sk. J. Thomsen), 420k, NS, 15 days.
£10,330: *Zarepla*, Chapman (Sk. B. Jensen), 436k, NS, 13 days.
£4,416: *Southwards*, Hewett (Sk. E. Pedersen), 338k, NS, 16 days.
£9,931: *Ella Grethe*, John R. (Sk. R. McQueen), 405k, NS, 13 days.

Pair teams

£16,013: *Sonia Jane*, (Sk. D. Buley), 560k, and £14,993: *Anna Michelle*, (Sk. R. Collins), 515k, both John R., NS, 10 days.
£16,739: *Carl Borum*, (Sk. G. Riley), 674k, and £12,959: *Jacqueline Borum*, (Sk. J. Borum), 544k, both Danbrit, NS, 14 days.

£13,806: *Caenby*, Sleight (Sk. J. Lee), 558k, and £12,886: *Leanda*, Danbrit (Sk. B. Nejrup), 600k, both NS, 13 days.
£11,159: *Limanda*, Conso (Sk. D. Rose), 406k, and £9,939: *Taarnborg*, Danbrit (Sk. J. Hill), 328k, both NS, 15 days.

Gill-nets

£7,757: *White Bank*, Conso (Sk. O. Christensen), 191k, NS, 6 days.

HULL

£44,370: *C. S. Forester*, Newington (Sk. W. Brettell), 1,697k, WS, 26 days.

£31,983: *Westella*, Marr (Sk. M. Boddie), 1,376k, WS, 24 days.

£30,350: *Lord St. Vincent*, Hellyer (Sk. W. Heath), 1,207k, WS, 24 days.

FLEETWOOD

£52,463: *Dagny*, (Icelandic trawler), 1,598k.

£21,872: *Trezen*, (French trawler), 875k.

£13,568: *Ella Hewett*, Hewett (Sk. J. Newsham), 409k, 15 days.

£9,521: *Boston Explorer*, Boston (Sk. W. Anderson), 253k, 15 days.

£8,216: *Royalist*, Hewett (Sk. A. Bedford), 240k, 15 days.

£7,568: *London Town*, Hewett (Sk. J. Buckley), 260k, 15 days.

£4,416: *Southwards*, Hewett, 130k.

£4,409: *Replenish*, Ward (Sk. M. Oldman), 107k, 14 days.

£4,201: *Resolute*, Ward (Sk. J. Wright), 91k, 15 days.

ABERDEEN

£23,701: *Grampian Chieftain*, North Star (Sk. J. Hentze), 1,145k, S, 12 days.

£23,209: *Grampian Monarch*, North Star (Sk. R. Catto), 1,176k, S, 11 days.

£16,067: *Mount Melleray*, BUT (Sk. J. Mair), 514k, WS, 12 days.

£15,220: *Ben Gairn*, Irvin (Sk. C. Crimmer), 477k, F, 15 days.

£15,156: *Ben Lui*, Irvin (Sk. T. Nelson), 540k, F, 19 days.

£15,708: *Rosa Mallard*, BUT (Sk. J. Barclay), 528k, S, 13 days.

LOWESTOFT

£18,200: *St. Philip*, East Coast (Sk. T. Martin), 495k, NS, 11 days.

£17,232: *St. Patrick*, East Coast (Sk. D. Bedford), 498k, NS, 11 days.

£13,930: *Chudleigh*, Putford (Sk. G. Wilson), 534k, NS, 10 days.

£12,718: *Boston Sea Dart*, Boston (Sk. C. Scott), 308k, NS, 12 days.

£12,205: *Boston Wasp*, Boston (Sk. A. Scriven), 301k, NS, 12 days.

£12,128: *Boston Shackleton*, Boston (Sk. M. Barnard), 383k, NS, 13 days.

NORTH SHIELDS

£17,432: *Ben Meide*, Irvin (Sk. A. Coe), 36,347k, NS, 12 days.

£12,718: *Ben Edra*, Irvin (Sk. R. Palmer), 33,299k, NS, 10 days.

£13,892: *Ben Glas*, Irvin (Sk. S. Shearer), 27,244k, NS, 11 days.

Under 80 ft.

£7,842: *Christine Nielsen*, Irvin (Sk. C. Ellis), 16,321k, NS, 4 days.

£7,070: *Lindisfarne*, Irvin (Sk. J. Bailey), 14,333k, NS, 4 days.

£5,522: *Bishop Burton*, Newington (Sk. T. Fairley), 12,880k, NS, 6 days.

MILFORD HAVEN

£9,225: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 187k, 13 days.

£7,606: *Norrard Star*, Norrard (Sk. J. Rogers), 167k, 13 days.

£4,856: *Westerdale*, Links (Sk. F. Reynolds), 102k, 9 days.

£3,965: *Arthur Harvey*, (Sk. J. Donovan), 78k, 8 days.

KEY: B1 near land; B2 parents sea; OW distant water; F Faroe Islands; G Greenlnd; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westlnd; WC West Coast; WS White Sea; Sk Skipper; k kts; o owt; kg kilo.

place, £40/£42; medium, £40/£45; small, £35/£40; codling, £20/£25; beddock, £28/£30; small haddock, £22/£25; lemon sole, £35/£50; brill, £45/£50; monkfish, £80; per 10 st. kit.

ARBROATH

18 boats landed. Prices: medium haddock, £25/£27.50; selected, £24/£28; small, £23/£28; large codling, £28/£25; medium, £23/£25; small, £17/£18; large whiting, £15/£18; small, £8.50/£14; per box; lemon sole, £5/£5.50; dabs, £2.50/£3; per stone.

FRASERBURGH

1,200 boxes from 20 boats. Prices: cod, £2.50/£4.00; selected, £2.40/£3.40; per stone; haddock, £1.4/£2.8; whiting, £1.0/£1.4; monkfish, £3.6/£4.0; cod, £1.7/£2.6; per box.

LOCHINVER

355 boxes from three boats. Prices: cod, £3.20/£3.70; haddock, £2.50/£3.85; whiting, £2.25/£2.80; plaice, £1.70/£3.30; megrim, £1.80/£3.02; lemon sole, £1.65/£2.60; lythe, £2.80; saithe, £1/£1.60; hake, £2.20/£2.10; whole prawn, £9.75/£14; per stone.

BUCKIE

25 boxes from one boat. Prices: cod, £4; medium codling, £3.60; small, £3; mixed haddock, £3.50; small round cod, £1.60; lemon sole, £4; large plaice, £2.50; per stone.

LOSSIEMOUTH

30 boxes from three boats. Prices: haddock, £3.20/£4.20; codling, £3.20/£4; whiting, £2.2/£3.20; plaice, £2/£5; lemon sole, £5; monkfish, £2; per stone.

MACDUFF

800 boxes from nine boats. Prices: lemon sole, £3.70/£5.20; plaice, £2.40/£4.50; per stone; medium haddock, £2.40/£2.6; small, £1.50/£1.8; round whiting, £1.0/£1.20; per box.

PETERHEAD

2,100 boxes from 21 boats. Prices: cod/codling, £3.10/£5.20; catfish, £2.50/£2.80; small gutted whiting, £2.50/£3; small round whiting, £2.10/£2.40; codfish, £2.20/£2.50; monkfish, £5.70/£6.50; ling, £2.60/£2.70; dogfish, £2.10/£2.20; sole, £4.80/£5.80; plaice, £3.50/£4.40; per stone; large haddock, £2.90/£3.50; medium, £2.5/£2.8; small, £1.80/£2.30; per box.

BILLINGSGATE

ON TUESDAY 212 tons were delivered. Average selling prices on market: stellar salmon, English, £1.80/£2.25; Scotch, £1.80/£2.25; Irish, £1.80/£2.25; grilse, £1.10/£1.55; salmon trout, £1.10/£1.55; rainbow trout, 50p/70p; eels, tongues, 50p/70p; plaice, 5p/80p; medium, £1.90/£2.60; large, £2.10/£2.80; sole, £1.10/£1.40; foreign smoked salmon, £3; per lb; large turbot, £18.90/£21; medium, £10.50/£12.50; small, £7/£8.40; large brill, £7.70/£9.10; medium, £5.30/£7; small, £4.00/£4.80; English plaice, £1.10/£1.5; large halibut, £1.80/£1.90; medium, £1.60/£1.80; small, £1.00/£1.30; selected lemon sole, £5/£7; large whiting, £3.50/£4; headless home water cod, £8; fillets, shell, £8.50/£9.50; turbot, £1.30/£1.50; haddock fillets, £9.80/£12; jumbo, £8.50; selected whiting, £3; small, £2.20; small English dogfish, £4.60/£8; large, £8.50/£10.50; fresh herring, £5.50; London cured dry haddock, £8; dry fillets, £10.40; golden cutlets, £8; filleted kipper, £8; selected kippers, £8; monkfish (skinned), £10; bass, £21; per mullet, £7; squid, £8; large roach, £8/£10.20; medium, £8/£8.40; small, £2.50/£7; red mullet, £1.50/£2.50; large conger, £3.30/£3.80; small, £2.30/£2.40; per stone.

SELECTED: Imported, £1.50/£2.50; frozen, 40p/60p; under 3lb, 25p/40p; small, unsorted, 10p/30p; prawns, 75p/£1; per lb; Scotch haddock, £12.50/£14.50; Irish, £17; per cut; whiting, £1.60/£1.80; pink, £1.50; English cockles, £2.10/£2.20; per gallon.

FROZEN FISH: Pacific salmon, £1.30; Canadian salmon, £1.30/£1.50; haddock, £1.30/£1.50; hum sam, 45p; dace, 45p; per mullet, 45p; barbon, 80p; per fer, 45p; per lb; fillets, £1.60/£1.80; pink, £1.50; English cockles, £2.10/£2.20; per gallon.

SELECTED: Imported, £1.50/£2.50; frozen, 40p/60p; under 3lb, 25p/40p; small, unsorted, 10p/30p; prawns, 75p/£1; per lb; Scotch haddock, £12.50/£14.50; Irish, £17; per cut; whiting, £1.60/£1.80; pink, £1.50; English cockles, £2.10/£2.20; per gallon.

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WICK: 150 boxes from 10 boats. Prices: haddock, £13.70/£26.40; whiting, £10.40/£18.60; plaice, £16.80/£20.80; dabs, £12.90; skate, £17.90; per box.

EYEMOUTH

Prices: best small codling, £25; small, £21; medium, £23/£26; large, £27/£29; medium haddock, £22/£25.50; small, £20/£23; medium whiting, £21.40/£24; small, £18/£21; per 7 st. crabs, £8; per 4 st. box; lobsters, £1.80; per lb.

NEWLYN

Prices: large hake, £10.60; medium, £8.80; small, £2.60; cod, £4.20; turbot, £19.80; large pollack, £2.80; small, £2.80; large monkfish, £14; medium, £8; small, £6; gurnard, £1.20; large john dory, £14.50; medium, £10; small, £7; large ray, £5; large medium, £4.20; small medium, £3; small, £1.30; ling, £2.80; large mackerel, £2; large medium, £1.50; small medium, £1.20; small, 75p; large conger, £2.50; medium, £2; small, £1.20; large brill, £1.50; medium, £1.50; small, £1.50; large plaice, £5.80; medium, £5; small, £4; large lemon sole, £8; medium, £6.50; small, £3.50; large Dover sole, £2.50; medium, £2.40; small, £1.40; per stone; bass, £1.50; per lb.

Prices: large cod, £4.50; codling, £5.80; large plaice, £5.20; medium, £4.50; small, £2.50; hake, £9/£19; large whiting, £3.20; small, £1.50; best lemon sole, £4.40; medium, £3; small, £4.20; Dover sole, £2.80; large brill, £10.50; small, £7; ray wings, £1.50; large conger, £2.80; small, £1.50; squid, £9.20; monkfish, £11.50; bass, £19; john dory, £7; pollack, £1.80; per stone.

Prices: large cod, £4.50; codling, £5.80; large plaice, £5.20; medium, £4.50; small, £2.50; hake, £9/£19; large whiting, £3.20; small, £1.50; best lemon sole, £4.40; medium, £3; small, £4.20; Dover sole, £2.80; large brill, £10.50; small, £7; ray wings, £1.50; large conger, £2.80; small, £1.50; squid, £9.20; monkfish, £11.50; bass, £19; john dory, £7; pollack, £1.80; per stone.

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Prices: large cod, £4.50; codling, £5.80; large plaice, £5.20; medium, £4.50; small, £2.50; hake, £9/£19; large whiting, £3.20; small, £1.50; best lemon sole, £4.40; medium, £3; small, £4.20; Dover sole, £2.80; large brill, £10.50; small, £7; ray wings, £1.50; large conger, £2.80; small, £1.50; squid, £9.20; monkfish, £11.50; bass, £19; john dory, £7; pollack, £1.80; per stone.

Prices: large cod, £4.50; codling, £5.80; large plaice, £5.20; medium, £4.50; small, £2.50; hake, £9/£19; large whiting, £3.20; small, £1.50; best lemon sole, £4.40; medium, £3; small, £4.20; Dover sole, £2.80; large brill, £10.50; small

